



4.1 Transport infrastructure projects, activities and initiatives in SPECA countries

Bekhzod Rakhmatov
Transport Division
ESCAP

**23rd Session of SPECA Thematic Working Group on
Sustainable Transport , Transit and Connectivity**

27-28 August 2018– Astana, Kazakhstan

ESCAP regional transport activities

- New approach by member States to include an international dimension in the planning of their transport infrastructure.
- Asian Highway and Trans-Asian Railway networks, as well as the a set of dry ports of international importance
- Aggregating disparate infrastructure systems into a common regional network
- General Assembly resolution 70/197 of 22 December 2015 and the Commission resolution 72/5
- Support to General Assembly resolution 70/1 of September 2015 entitled “Transforming our world: the 2030 Agenda for Sustainable Development”

Status of parties to ESCAP's Intergovernmental Agreements

	Intergovernmental Agreement on Asian Highway Network	Intergovernmental Agreement on Trans-Asian Railway Network	Intergovernmental Agreement on Dry Ports
Afghanistan	party		party
Azerbaijan	party	signatory	
Kazakhstan	party	signatory	party
Kyrgyzstan	party		
Tajikistan	party	party	party
Turkmenistan	party	party	party
Uzbekistan	party	party	

“Connecting to compete” 2018 report of the World Bank

Average country LPI scores (%)



“Connecting to compete” 2018 report of the World Bank (cont’d)

Quality of road and rail infrastructure (%)

Respondents rating the quality of each infrastructure type “high” or “very high,” by LPI quintile

Percent of respondents

LPI quintile	Ports	Airports	Roads	Rail	Warehousing and transloading	ICT
Bottom quintile	26	30	17	17	21	34
Fourth quintile	23	13	10	9	23	44
Third quintile	33	39	20	12	27	48
Second quintile	57	41	37	11	37	52
Top quintile	63	67	57	37	62	75

ICT is information and communications technology.

Source: Logistics Performance Index 2018.

Global Economic Forum: Rating the quality of road and rail infrastructure

15,000 business leaders across 141 countries.

The quality of road and rail infrastructure on a scale of 1 (extremely underdeveloped) to 7 (extensive and efficient)

- Azerbaijan - high score of 4 and above for both road and rail
- Tajikistan - high score of 4 and above for road
- Kazakhstan – high score of 4 and above for rail
- Kyrgyzstan - below 3.5 in both road and rail

The Asian Highway Network

1. The seventh meeting of the Working Group on the Asian Highway Network (13 to 15 December 2017). Discussed and agreed on:

- Addition of a new Asian Highway route (AH35) connecting Undurkhaan in Mongolia to Jinzhou in China.
- Alignment of Asian Highway route AH43 in Sri Lanka.
- Study and workshop on co-deployment of fibre optic infrastructure along road and rail networks
- Called for harmonized driving environment across the region

The Asian Highway Network

1. Project “Development of technical standards on road infrastructure safety facilities and model intelligent transport systems (ITS) deployments for the Asian Highway Network” (2015-2017)

- a study on the development of road infrastructure and safety facility standards
- a new annex entitled “Asian Highway Design Standards for Road Safety” and a detailed “Design Guideline” for road safety adopted as Annex II bis to the Agreement
- a concrete step by the AH member States towards strengthening the role of the Agreement as an institutional framework supporting the road safety related SDGs.

The Asian Highway Network

1. Class I sections in SPECA States increased from 1 per cent (2004) to 8.8 per cent (2017)
2. Below Class III decreased from 29 per cent to 11.1 per cent during same period.
3. Still over 3,010 km of AH routes that need to be upgraded
4. Overall quality of Asian Highway is relatively low compared to the entire Asian Highway Network.
5. Only Azerbaijan is known to have already installed, and Kyrgyzstan and Tajikistan are considering the installation of the Asian Highway route signs.

The Asian Highway Network (cont'd)

Afghanistan

- Trans-Hindukush Road Connectivity Project: Baghlan to Bamiyan road, Salang road and tunnel (AH76)
- Maintenance works Jalalabad-Kabul-Ghazni and from Ghazni to Kandahar (AH1).
- Road Asset Management System (RAMS)

Azerbaijan

- Yevlakh – Zakatala – Georgian border (M5)
- Baku- Shamakhi (M4) road

The Asian Highway Network (cont'd)

Kazakhstan

- (CAREC) 1b and 6a Connector Project - 299-km section between Aktobe and Makat
- The project will thus promote regional trade and inclusive economic growth, particularly in the western part of Kazakhstan.

Kyrgyzstan

- CAREC Corridors 1 and 3 Connector Road Project

The Asian Highway Network (cont'd)

Tajikistan

- Improvement of Asian Highway route AH7 between Dushanbe and Kurgonteppa, including improvement of road safety.
- Proposed project to restore the road between Dushanbe, the north-eastern part of Tajikistan and Kyrgyzstan via the M41 highway (Asian Highway 65)

Uzbekistan

- Rehabilitation and upgradation works for the sections of the Asian Highway 5 - a crucial section of the international highway corridor connecting Afghanistan, Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan.

The Asian Highway Network (cont'd)

Asian Highway Network in SPECA States

SPECA Country	Primary	Class I	Class II	Class III	Below III	Total	Status Year	AH Agreement	
	Length in km							Signed in	Entry into force
Afghanistan	0	10	2,549	0	1,461	4,020	2015	2004	2006
Azerbaijan	0	544	905	0	0	1,449	2017	2004	2005
Kazakhstan	0	557	5,407	6,389	475	12,828	2010	2004	2008
Kyrgyzstan	0	0	303	1,324	136	1,763	2013	2004	2006
Tajikistan	0	20	978	0	914	1,912	2015	2004	2006
Turkmenistan	0	60	0	2,120	24	2,204	2008		2016
Uzbekistan	0	1,195	1,101	670	0	2,966	2008	2004	2005
Total	0	2,386	11,243	10,503	3,010	27,142			
% (SPECA States)	0%	8.79%	41.42%	38.70%	11.09%				
Corresponding % in 2004	0%	1%	14%	55%	29%				
Latest percentage for the entire AH network (2017)	11.82%	21.17%	39.72%	20.06%	7.25%				

The Trans-Asian Railway Network

- Rail has an important role in the national and international movements of goods and people.
- The main challenges in the ESCAP region are the missing links and different technical standards.
- Within SPECA countries the technical and operational standards are harmonized,
- Different from China and the Islamic Republic of Iran which:
 - operate on 1,435-mm gauge configuration
 - key for transit to important international maritime ports

The Trans-Asian Railway Network (cont'd)

- The China railways is at the centre of international landbridge container services.
- The future of rail transport in SPECA countries to be a better match between new infrastructure and emerging trade patterns.
- The new line linking Uzen (Kazakhstan) to Gorgan (Iran) via Etrek (Turkmenistan) inaugurated in late 2014 is a critical example of this new vision.

The Trans-Asian Railway Network (cont'd)

- Projects to enhance domestic connectivity of SPECA countries and broaden international transport links.
- In late 2016, an 88-km rail section opened between Atamyrat, Turkmenistan, and Aqina, Afghanistan with next stage to extend it 35 km to Adkhoy with a 420-km section from Adkhoy to Nizhniy Pyanj at the Tajik-Afghan border to be constructed in the near future.
- This line is a key element in the railway development master plan of Afghanistan and is part of a 1,300-km east-west corridor from Nizhniy Pyanj to Shamtigh at the border with the Islamic Republic of Iran.

The Trans-Asian Railway Network (cont'd)

Trans-Asian Railway Network in SPECA countries

SPECA Country	TAR Network		TAR Agreement	
	Gauges (mm)	Route Length (km)	Signed in	Became Party in*
Afghanistan			-	
Azerbaijan	1,520	1,261	2006	
Kazakhstan	1,520	9,548	2006	
Kyrgyzstan	1,520	280	-	
Tajikistan	1,520	527	2006	2008(AA)
Turkmenistan	1,520	1,741	-	
Uzbekistan	1,520	3,484	2006	2009
Total		16,841		
*Date of Ratification, Acceptance (A), Approval (AA), Accession (a)				

The Dry Ports

- Dry ports are important for landlocked SPECA countries to facilitate their access to international markets by acting as ports away from coasts
- Key prerequisite for successful operation of intermodal corridors
- An essential part of an inland trade distribution system
- Important role in rebalancing the transport task of land transport modes
- Help reduce transportation costs and transit time

The Dry Ports (cont'd)

- “Regional Framework for the Planning, Design, Development and Operation of Dry Ports of International Importance”
- Offers practical solutions and modalities for the coordinated development of dry ports across the region.
- To be considered for adoption by the Working Group on dry ports at its second meeting due to be held in Bangkok on 14-15 November 2017

The Dry Ports (cont'd)

- ESCAP recently carried out an assessment of dry port development projects in five countries of the region
- The progress achieved in these five countries could benefit countries with more limited experience in applying best practice planning techniques and policy formulation to the development of dry ports.
- Available from www.unescap.org/resources/study-planning-development-and-operation-dry-ports-international-importance.

The Dry Ports (cont'd)

Status of Signatories/ Parties: Intergovernmental Agreement on Dry Ports

SPECA Country	TAR Agreement	
	Signed in	Became Party in*
Afghanistan	-	
Azerbaijan	-	
Kazakhstan		8 April 2016
Kyrgyzstan	-	
Tajikistan	7 November 2013	20 November 2015
Turkmenistan	-	
Uzbekistan	-	
*Date of Ratification, Acceptance (A), Approval (AA), Accession (a)		

Thank you!

Email: rakhmatov@un.org